









The business of the Company has continued to improve and the result of the year's operations, inclusive of balance from last Account, is a profit of \$33,866.56.

On 31st July last, the General Manager declared an interim dividend of 7 per cent, which, absorbed a sum of \$8,750, and there is now a balance to be dealt with of \$25,116.56. This will admit of the payment of a further dividend for the year of 13 per cent, (making 0 per cent in all), amounting to \$16,250.00 and an addition to Reserve and Depreciation fund of \$5,000.00 leaving to be carried forward to new account..... \$66.56

\$25,116.56

The Dry air machine has not been used during the past year, the Ammonia machine and Damp air machine having suffered for the requirements of the Company. The last named has undergone considerable repairs, but it is now showing signs of decay and the consideration of the question of replacing it cannot be much longer delayed.

By a little re-arrangement of the Company's building in Ice House Street, a suite of offices has been provided which brings in a fair rental. The cost of the necessary alterations amounts to \$2,449.81, which has been transferred to Property Account.

The accounts have been audited by Mr. Thomas Arnold and the General Managers recommend that he should be re-elected auditor.

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 28th January, 1889.

#### ASSETS.

Property Account, .....	\$161,368.05
Invested in Hongkong Fire Insurance Company's Share, .....	345.00
Cash on hand, .....	230.06
Hongkong & Shanghai Bank, On Current Account, .....	26,257.70
Outstanding Accounts, .....	1,949.11
Coals on hand, .....	100.00
Ice on hand, .....	180.00
Stores on hand, .....	144.00
	\$190,573.92

#### LIABILITIES.

Capital Account, .....	\$125,000.00
Reserve and Depreciation Account, .....	37,500.00
Accounts Payable, .....	2,957.36
Profit and Loss Account, .....	25,116.56
	\$190,573.92

#### PROFIT AND LOSS ACCOUNT.

To Salaries, Wages and General Trade Expenses, .....	\$5,593.95
" General Managers' Commission, .....	2,000.00
" Auditor's Fee, .....	100.00
	17,937.95

" Interim Dividend of 7 per cent. paid on 31st July, 1888, .....	8,750.00
" Balance, .....	25,116.56
	\$51,560.51

By Balance brought forward from last year, .....	\$ 429.60
" Receipts for Ice during the year, and value of Stock on hand, .....	49,157.13
" Rents received, less Crown Rents and Taxes paid, .....	1,556.16
" Interest, .....	350.00
" Transfer Fees, .....	67.00
	\$51,560.51

Hongkong, 31st December, 1888.

JARDINE, MATHESON & Co.,  
General Managers.

I have examined the Books, Vouchers and Securities of the Company, and certify that the above Statements are in accordance therewith.

THOS. ARNOLD,  
Auditor.

#### CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

#### PUNJOMS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
Sir,—It may be interesting to parties in Hongkong to know that a syndicate of capitalists from San Francisco is about to consolidate with the Punjom Gold Mining Co. in Pahang. An expert from California has been looking over the country and has reported the Punjom concession to be very rich, so look out for lively times before long.

Your's truly,  
J. MURRAY,  
Engineer.

#### THE COLLISION IN KLANG STRAITS.

Last evening (January 16th) the *Sappho* arrived in the roads with the master (Captain Angus), mate, (Mr. Seaton), and twenty-four of the crew and forty-five passengers of the *Pyah Pekhet*. The following are the numbers given by the Agents as being on board the ill-fated vessel at the time of the collision.

Chinese Passengers, .....	38
Malays, .....	15
Klings, .....	3
Total, .....	56
Officers (Capt., Mate, two Engineers), .....	4
Malays, .....	15
Boys, .....	2
Fireman and Boy, .....	8
Passenger's Cooks, .....	2
Clerks, .....	2
Grand total on board, .....	86

Of this total of 86 lives, 72 are saved, the remaining fourteen being lost, with, we fear, no possible hope that any have escaped. The saved are made up as follows:—

Chinese Passengers, .....	28
Malays (1 woman, and 1 child), .....	14
Klings, .....	3
Total, .....	45
Fireman and Bandari (cook), .....	7
Chinese Bandari, .....	2
Boys, .....	2
Lascars, .....	1
Kasab (Lamp trimmer), .....	1
Serang, .....	1
Tindal, .....	1
Quartermasters, .....	2
Bandari, .....	1
Captain and Mate, .....	2
Total saved, .....	72

The lost include Mr. J. W. Thompson and Mr. G. Easton, Chief and second Engineers, one fireman, (Ab Wye) three Malay sailors, (Bachoo, Mutally, Dola), one cook, (Ah Kiu) and one boy (Ah King); total, eight of the crew. Also six passengers. Total loss fourteen souls.

The accident occurred in the Klang Straits at the end nearest the sea. Those who know that part of the coast will remember that the Straits is entered between Tanjung Buas Buas, and Tanjung Sungai Timbaling to the west of which

point lies Pulau Pintu G-dong on the southernmost point of which stands the lighthouse, with a light visible for ten miles. The Straits is about a mile wide, quite wide enough, one would think for two ships to pass each other. According to the accounts given by the survivors of the *Pyah Pekhet*—and for obvious reasons it is undesirable to go too much into the details of how the collision is said to have occurred, since that will form the subject of a Court of Enquiry—that vessel was coming down the Straits with the tide nearer the northern than the southern shore. She sighted the light of the *Chow Phya* entering the Straits, on her way to Klang, and shortly after this the collision took place. As to which vessel, if either or both, was in fault no opinion can be expressed at present. The statement is made that the bowsprit of the *Chow Phya* carried away the stern light of the *Pyah Pekhet* (from which fact it appears the latter ship was struck amidships.) The *Chow Phya* crashed into the *Pyah Pekhet* and cut her almost completely through, so that the *Pyah Pekhet* filled and sank a bare minute after the collision. Capt. Angus was on the bridge of his vessel at the time, and seeing the collision inevitable threw off his shoes and jacket, and prepared for the crash. The scene that followed the shock was dreadful, brief as it was. The *Pyah Pekhet* heeled over to starboard under the blow and among the native passengers there arose instantly a panic of despair. For a few seconds the confusion was terrible and the cries of the frightened people rushing about the decks were heart-rending. Almost in a moment the *Pyah Pekhet* settled, breaking a surfer, it is stated, as she sank and carrying down in the vortex the poor wretches who found themselves so suddenly plunged in the water. The scene of the collision seems to have been quite close to the shore, as the wreck lies in seven fathoms of water only a couple of hundred yards or so from the shore, her masts still showing. Captain Angus and the Mate, Mr. Seaton, were thrown into the water, being themselves drawn down in the vortex of the sinking vessel, and narrowly escaping being entangled in her rigging and awnings. The mate, on coming to the surface, presently got hold of a paraffin box, along with a Chinaman, but the latter becoming exhausted after some time sank to rise no more. The mate and the captain who was also floating in the neighbourhood then got hold of a spar, to which they had to cling for a couple of hours.

Meanwhile the *Chow Phya* drifted with the tide, seriously damaged in the stem, and after a time was beached on the bank close by. Her boats were then sent to rescue the unfortunate people struggling in the water. Of the two drownded engineers, Mr. Thompson was seen after the blow, but he appears to have stuck to the engine, while Mr. Easton is said to have maintained his grasp of the lever of the reversing gear until the vessel sank. Great sympathy is felt for the widow and three children of the chief, and the former is in a critical condition. Mr. Easton has only recently come out to the East, having arrived by the *Flintshire* on her last trip from England. This was his first employment in the Straits. His sister is Mrs. Phillips, of Kuala Lumpur, and she saw him at Klang, little thinking it would be for the last time. Considerable trouble is experienced in learning what happened to the *Chow Phya* after the collision. She seems to have drifted a considerable distance, and her owners (Messrs. Sun Hin and Co.) seem to think she is not seriously injured. However, we are informed that she was beached and that some \$2,000 worth of cargo was jettisoned, either with the object of lightening her forward or to get at the leak. Her charterers are Messrs. Kim Seng and Company, who are now busy with her cargo at Klang, where she lies. It is possible she will be here in a few days, but it is rumoured that she is so far damaged as to be unable to proceed to sea until she has been repaired, but her owners say they have no information of that. In any case, as her officers' evidence will be necessary in the ensuing court of enquiry, we presume, they will shortly return to Singapore.—*Free Press*.

#### TWO CENTURIES AGO.

WHAT WAS EATEN IN ENGLAND 200 YEARS AGO

An Englishman's appetite has for ages been famous. He was always fond of good solid eating. The farmer always had his fitches of salt mutton on hand, in addition to salt beef and barreled herrings from Yarmouth. In all good houses there was an imposing array of salting-tubs. The art of stall-feeding was almost unknown, and fresh meat, if procurable in winter, was very lean. It cost from a half-penny to a penny per pound, which was equal to two cents or four cents of our money. Fresh fish was the luxury of the rich, obtained from their own ponds and streams. Salt fish was a common article of diet among the working classes. Rye and barley bread were eaten by the poor. Wheat was frequently £3 a quarter, or as we should say, \$15. The price of bread and beer were regulated by local assize. Horse-bread was the name given to bread conveyed in packs; manchet was fine wheaten loaf, and mayn bread, or demain, was the same as that used in the sacrament. Cakes of oats and spice were on all good tables.

Pies and pastries were made of all sorts of things. Page invited Falstaff and his friends to dinner "hot venison pasty," wound up by "pippins and cheese." The fee farm rent of Norwich consisted of twenty-four herring pasties of the new season fish, flavored with ginger, pepper, cloves, galingalls and other spices. On one occasion King James I.'s servants complained that four instead of five herrings were in each pasty, and that they were "not baked in good and strong paste, as they ought to be." Artichokes were also baked in pies, with marrow, dates, ginger and raisins. Pichard pasties were a Cornish dainty. In fact, the various pasties still to be met with in Devon and Cornwall are representative "survivals" of Elizabethan diet. The cooks were chiefly French, but a few of them were Italians.

Very few vegetables were used, and some were regularly imported and salted down. Cabbages and onions were sent from Holland to Hull. The Flemings commenced the first market-gardens. Lettuce was served as a separate dish, and eaten at supper before meat. Capers were usually eaten, boiled with oil and vinegar, as a salad. Escalots were used to smear the plate before putting meat on it. Carrots had been introduced by the Flemings. Rhubarb, then called patience, came from China about 1573. The common people ate turnips, leeks, a salad, and roasted the roots of wood ash. Water-cress was believed to restore the bloom to young ladies' cheeks. In fact all vegetables were regarded more as medicines than as necessary articles of food.

Flesh meals were more believed in than anything else. They were eaten with a knife and a napkin. "The laudable use of forks," as Ben Jonson has it, did not commence until 1611, and was rare for many years after. The custom came from Italy, and the first forks were preserved in glass cases as curiosities. A jeweled one was among the New Year's gifts to Queen Elizabeth. Probably the absence of vegetables had something to do with the immense quantities of the time. Iago said the English could beat all other nations, and were "most potent in potting." As tea did not come into England until 1610, and coffee until 1652, beer or wine was taken at all meals.

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy, in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphates. Very palatable and easily digested. Read the following testimonial:—"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effect; it has been in each case taken most readily."—W. PERKINS, M.R.C.S., Medical Superintendent, Butleigh Hospital. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

#### Today's Advertisements.

HONGKONG LITERARY SOCIETY.

THE NEXT MEETING will be held THIS EVENING, January 28th, 1889, at 8.30 P.M. in the CITY HALL.

MR. FRANCIS, Q.C., will deliver a LECTURE ON CROWN COLONIES.

Hongkong, 28th January, 1889.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"

Captain McCaslin, will be despatched for the above Port, on TUESDAY, the 29th instant, at 4 P.M.

For Freight or Passage, apply to

RUSSELL & Co.,  
General Managers.

Hongkong, 28th January, 1889.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, No. 5, Queen's Road, Victoria, at THREE O'CLOCK in the AFTERNOON, of TUESDAY, the 29th February, 1889, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1888.

THE TRANSFER BOOKS of the Company will be CLOSED from the 6th Proximo to the 19th Proximo, both days inclusive.

By Order,

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, 28th January, 1889.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "CARMARTHENSHIRE,"

FROM HAMBURG, ANTWERP, LONDON, &c.

CONSIGNEES of Cargo are hereby informed, that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TODAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 3rd proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd proximo, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,  
Agents.

Hongkong, 28th January, 1889.

MASONIC BALL, 1889.

A MASONIC BALL, under the Auspices of the DISTRICT GRAND LODGE OF Hongkong and South China, will be held at the CITY HALL, on FRIDAY, the 15th February.

Brethren desirous of inviting Guests, are requested to send the names of their friends to the undersigned.

The Subscription is limited to \$10 for Masons and \$5 for each Guest invited (non-Masons).

ALF. WOOLLEY,  
Hon. Sec.

Hongkong, 28th January, 1889.

GOVERNMENT NOTIFICATION, No. 37.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

WEDNESDAY,

the 13th day of February, 1889, at 4 P.M., are published for general information.

By Command,

FREDERICK STEWART,  
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 26th January, 1889.

Particulars of the letting by Public Auction Sale, to be held on WEDNESDAY, the 13th day of February, 1889, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

1. Inland Lot No. 1215, 7,380

2. Inland Lot No. 1214, 48

3. Sing Wong Street, 35, 37, 39, 41, 43, 1,335

4. 18

5. 2,000

6. 2,000

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## Commercial.

**CLOSING QUOTATIONS.**  
 Hongkong and Shanghai Bank—170 per cent. premium, sales and sellers.  
 Union Insurance Society of Canton—\$120 per share, buyers and sellers.  
 China Traders' Insurance Company—\$79 per share, buyers and sellers.  
 North China Insurance—Tls. 290 per share, buyers.  
 Canton Insurance Company, Limited—\$120 per share, buyers.  
 Yangtze Insurance Association—Tls. 97 per share, buyers.  
 Chinese Insurance Company—\$165 per share, buyers.  
 On Tai Insurance Company, Limited—Tls. 150, per share.  
 Mongkong Fire Insurance Company—\$365 per share, buyers.  
 China Fire Insurance Company—\$81 per share, buyers.  
 Mongkong and Whampoa Dock Company, 35 per cent. premium, sellers.  
 Mongkong, Canton, and Macao Steamboat Co.—\$226 per share, sales and sellers.  
 China and Manila Steam Ship Company—178 per share, buyers.  
 Mongkong Gas Company—\$135 per share, sellers.  
 Mongkong Hotel Company—\$170 per share, nominal.  
 Indo-China Steam Navigation Company, Limited—121 per cent. dis., buyers.  
 Douglas Steamship Company—\$66 per share, buyers.  
 China Sugar Refining Company, Limited—\$205 per share, sales and buyers.  
 Luzon Sugar Refining Company, Limited—\$74 per share, sellers.  
 Hongkong Ice Company—\$101 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$80 per share.  
 Hongkong Dairy Farm Co., Limited—\$121 per share, sellers.  
 A. S. Watson & Co., Limited—100 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C—5 per cent. premium, sellers.  
 Chinese Imperial Loan of 1886 E—11 per cent. premium.  
 Hongkong Rope Manufacturing Company, Limited—\$92 per share, buyers.  
 Perak Tin Mining and Smelting Company—\$5 per share, nominal.  
 Punjong and Sunghie Doo Samantian Mining Co.—\$10 per share, sales and sellers.  
 Hongkong and Kowloon Wharf and Godown Company—90 per cent. premium, buyers.  
 Tongkin Coal Mining Co.—100 per cent. premium, buyers.  
 The Hongkong High-Level Tramway Co., Limited—250 per cent. premium, nominal.  
 The East Borneo Planting Co., Limited—\$50 per share, sellers.  
 The Songei Koyah Planting Co., Ltd.—\$35 per share, nominal.  
 Cruickshank & Co., Ltd.—\$45 per share, sellers.  
 The Steam Launch Co., Limited—100 per cent. premium, nominal.  
 The Austin Arms Hotel and Building Co., Ltd.—40 per cent. dis., nominal.  
 The China-Borneo Co., Ltd.—\$60 per share, nominal.

**EXCHANGE.**  
 ON LONDON.—Bank, T. T. 3/01  
 Bank Bills, on demand 3/01  
 Bank Bills, at 30 days sight 3/01  
 Bank Bills, at 4 months sight 3/01  
 Credits at 4 months sight 3/11  
 Documentary Bills, at 4 months sight 3/11  
 ON PARIS.—Bank, T. T. 3/75  
 Credits, at 4 months sight 3/93  
 ON INDIA.—T. T. 218  
 On Demand 220  
 ON SHANGHAI.—Bank, T. T. 714  
 Private, 30 days sight 721

**OPUM MARKET.—THIS DAY.**  
 NEW MALWA, per picul... \$680  
 (Allowance, Tals 4 to 32)  
 OLD MALWA, per picul... \$690  
 (Allowance, Tals 16 to 32)  
 NEW PATNA, (without choice) per chest... \$580  
 NEW PATNA, (first choice) per chest... \$592  
 NEW PATNA, (bottom) per chest... \$593  
 NEW PATNA, (second choice) per chest... \$575  
 NEW BENGAL, (without choice) per chest... \$577  
 NEW BENGAL, (bottom) per chest... \$570  
 NEW BENGAL, (best quality) per picul... \$550  
 OLD PERSIAN (best quality) per picul... \$500  
 OLD PERSIAN (second quality) per picul... \$475

## CHINA COAST METEOROLOGICAL REGISTER.

27th January, 1889.—At 4 p.m.

STATION	Barometer	Thermometer	Wind	Direction	Force	Clouds	State of Sky	Remarks
Wai-fook	30.0	68	W	1	0	0	0	
Tokio	30.0	68	W	1	0	0	0	
Nagasaki	30.0	68	W	1	0	0	0	
Shanghai	30.0	68	W	1	0	0	0	
Amoy	30.0	68	W	1	0	0	0	
Hongkong	30.0	68	W	1	0	0	0	
Haiphong	30.0	68	W	1	0	0	0	
Batavia	30.0	68	W	1	0	0	0	
Manila	30.0	68	W	1	0	0	0	

28th January, 1889.—At 10 a.m.

STATION	Barometer	Thermometer	Wind	Direction	Force	Clouds	State of Sky	Remarks
Wai-fook	30.0	68	W	1	0	0	0	
Tokio	30.0	68	W	1	0	0	0	
Nagasaki	30.0	68	W	1	0	0	0	
Shanghai	30.0	68	W	1	0	0	0	
Amoy	30.0	68	W	1	0	0	0	
Hongkong	30.0	68	W	1	0	0	0	
Haiphong	30.0	68	W	1	0	0	0	
Batavia	30.0	68	W	1	0	0	0	
Manila	30.0	68	W	1	0	0	0	

**HONGKONG TEMPERATURE.**  
 (From Messrs. Palmer & Co.'s Register.)  
 To-day.  
 Barometer—9 a.m. 30.0  
 Barometer—1 p.m. 30.0  
 Barometer—4 p.m. 30.0  
 Thermometer—9 a.m. 68  
 Thermometer—1 p.m. 68  
 Thermometer—4 p.m. 68  
 Thermometer—9 p.m. 68  
 Thermometer—11 p.m. 68  
 Thermometer—1 p.m. (wet bulb) 68  
 Thermometer—4 p.m. (wet bulb) 68  
 Thermometer—9 p.m. (wet bulb) 68  
 Thermometer—11 p.m. (wet bulb) 68  
 Thermometer—Minimum 68  
 Thermometer—Maximum 68

## MAILS EXPECTED.

**THE FRENCH MAIL.**  
 The M. M. steamer *Djinnah*, with the French mail of 29th ultimo, left Singapore on the 24th instant, at noon, and may be expected here on or about the 31st.

**THE AMERICAN MAILS.**  
 The P. M. S. S. Co.'s steamer *City of New York*, which left San Francisco on the 20th ultimo, left Yokohama for this port on the 23rd instant, and is expected here on or about the 29th.  
 The O. & S. S. Co.'s steamer *Belgia*, from San Francisco to date the 5th instant, left Yokohama on the 26th instant for this port, and may be expected here on or about the 31st proximo.

**THE CANADIAN MAIL.**  
 The steamer *Parthia* left Vancouver for Japan and China on the 22nd instant.

## STEAMERS EXPECTED.

The Navigazione Generale Italiana steamer *Bisagno* left Singapore on the 22nd instant, and may be expected to arrive here on or about the 29th.  
 The P. & O. S. N. Co.'s steamer *Gualior*, from Bombay, left Singapore for this port on the 25th instant, and is due here on the 31st.  
 The Ocean Steamship Co.'s steamer *Dardanus*, from Liverpool, left Singapore on the 25th instant, and is due here on the 1st proximo.  
 The C. S. M. S. N. Co.'s new steamer *Oranfa*, from Glasgow and Liverpool, left Singapore for this port on the 27th instant, and may be expected here on or about the 2nd proximo.

## Shipping.

## ARRIVALS.

ANTON, German steamer, 395, E. Aereboe, 26th Jan., Pakhoi 23rd Jan., and Hoikow 25th, General.—Wielor & Co.  
 FREJ, Danish steamer, 397, C. A. Lund, 26th Jan., Haiphong 24th Jan., General.—Amhold, Karberg & Co.  
 CHOWA, British steamer, 1,055, F. W. Phillips, 27th Jan., Bangkok 18th Jan., Rice and General.—Scottish Oriental S. S. Co.  
 JOHANN, German steamer, 428, H. Binge, 27th Jan., Pakhoi, via Hoikow 25th January, General.—Wielor & Co.  
 TRIUMPH, German steamer, 674, P. Moos, 27th Jan., Haiphong 24th January, and Hoikow 25th, Rice, Pigs, and General.—Wielor & Co.  
 ALMORA, British steamer, 1,734, A. Hay, 27th Jan., Amoy 26th January, General.—Jardine, Matheson & Co.  
 CARMARTHENSHIRE, British steamer, 2,160, I. Clarke, 27th Jan., London, via Manila 25th Jan., General.—Adamson, Bell & Co.  
 JASON, British steamer, 1,411, J. Milligan, 27th Jan., Singapore 19th January, General.—Butterfield & Swire.  
 KUTSANG, British steamer, 1,495, Wood, 27th Jan., Wuhu 22nd January, Grain.—Jardine, Matheson & Co.  
 KWANGLEE, Chinese steamer, 1,508, Andrew, 27th Jan., Whampoa 27th Jan., General.—C. M. S. N. Co.  
 ZAFIRO, British steamer, 675, McCaslin, 27th Jan., Manila 22nd Jan., and Amoy 26th, General.—Russell & Co.  
 DECIMA, German steamer, 905, W. Breitung, 28th Jan., Singapore 18th Jan., Sugar.—Siemssen & Co.  
 VERONA, British steamer, 1,870, M. de Horne, from Japan, Mails and General.—P. & O. S. N. Co.  
 DUKE OF WESTMINSTER, British steamer, 2,426, Reynolds, 28th Jan., Shanghai 24th Jan., General.—Adamson, Bell & Co.  
 BENGAL, British steamer, 2,534, W. Barrett, 28th Jan., Shanghai 26th Jan., Mails and General.—P. & O. S. N. Co.

## CLEARANCES AT THE HARBOUR OFFICE.

*Clara*, German steamer, for Haiphong.  
*Choyang*, British steamer, for Swatow, &c.  
*Miki Maru*, Japanese steamer, for Kutchinotsu.  
*Yasun*, British steamer, for Shanghai.  
*Yon*, French bark, for Honolulu.  
*Catterthun*, British steamer, for Macao, &c.  
*Namoa*, British steamer, for Swatow, &c.  
*Kwangle*, Chinese steamer, for Shanghai.  
*Carmarthenshire*, British str., for Nagasaki, &c.

## DEPARTURES.

January 27, *Braunschweig*, German str., for Shanghai.  
 January 27, *General Werder*, German str., for Yokohama.  
 January 27, *Fekien*, British steamer, for Swatow.  
 January 27, *Kwangle*, British steamer, for Whampoa.  
 January 27, *Peking*, British str., for Whampoa.  
 January 27, *Yokohama*, German str., for Macao.  
 January 28, *Miki Maru*, Japanese steamer, for Kutchinotsu.  
 January 28, *Namoa*, British steamer, for Swatow, &c.  
 January 28, *Catterthun*, British steamer, for Port Darwin, &c.  
 January 28, *Choyang*, British steamer, for Swatow, &c.  
 January 28, *Carmarthenshire*, British str., for Nagasaki, &c.

## PASSENGERS—ARRIVED.

Per *Yokohama*, str., from Pakhoi, &c.—20 Chinese.  
 Per *Chowfa*, str., from Bangkok.—16 Chinese.  
 Per *Triumph*, str., from Haiphong, &c.—40 Chinese.  
 Per *Anton*, str., from Pakhoi, &c.—22 Chinese.  
 Per *Frej*, str., from Haiphong.—10 Chinese.  
 Per *Almora*, str., from Amoy.—38 Chinese.  
 Per *Carmarthenshire*, str., from London, &c.—Mr. and Mrs. Bent, Mr. and Mrs. Cameron, Miss James, and Mr. Steadman for Japan.  
 Per *Delwa*, str., from Singapore.—Mr. Schnack, and 77 Chinese.  
 Per *Yasun*, str., from Singapore.—70 Chinese.  
 Per *Zafiro*, str., from Manila, &c.—Mrs. Carmen Tabler and 2 children, Mrs. V. Lanau, and servant, Messrs. Marshall, Elola J. Peado, Montes, 4 European sailors (deck) from Manila. From Amoy.—5 Chinese.  
 Per *Verona*, str., from Yokohama for Hongkong.—Mr. and Mrs. Pousford and infant, Mr. Chan Tui Yew, 3 Chinese, 3 Japanese, and 1 distressed seaman. From Kobe.—Mr. and Mrs. Sen Cheong, and 1 Chinese. From Nagasaki.—1 distressed seaman. From Yokohama for Bombay.—Surgeon H. Brown. For London.—Mr. Matsumoto Akito. For Marcellus.—Messrs. Yoshida Jiro and Kugo.

## PASSENGERS—DEPARTED.

Per *Duke of Westminster*, str., from Shanghai.—Admiral and Miss Shufeldt, and Mr. Vaughan.  
 Per *Bengal*, str., from Shanghai for Hongkong.—Miss L. Bennett and native servant, Messrs. D. E. Sassoon and native servant, J. R. Michael and native servant, R. Kuttong, W. Crawford, and 5 Chinese. For Singapore.—Mr. E. Ollerden. For Bombay.—Mr. Thos. Lang. For London.—Mr. and Mrs. McClure and 2 children, and Mr. E. Gipperich.  
 Per *Choyang*, str., for Swatow, &c.—200 Chinese.  
 Per *Catterthun*, str., for Macao, &c.—13 Europeans and 8 Chinese.  
 Per *Carmarthenshire*, str., for Nagasaki.—Mr. and Mrs. Bent and 2 children, Mr. and Mrs. Cameron and child, Miss James, and Mr. Steadman.

## TO DEPART.

Per *Clara*, str., for Haiphong.—1 European and 20 Chinese.  
 Per *Yon*, bark, for Honolulu.—1 Chinese.  
 Per *Namoa*, str., for Swatow, &c.—150 Chinese.  
 Per *Kwangle*, str., for Shanghai.—30 Chinese.

## REPORTS.

The British steamship *Yasun* reports that she left Singapore on the 19th instant. Had strong monsoon and high sea.  
 The German steamship *Triumph* reports that she left Haiphong on the 24th instant, and Hoikow on the 25th. Had fine weather and north-east wind.  
 The British steamship *Almora* reports that she left Amoy on the 26th instant. Had moderate and light monsoon with dull cloudy weather and smooth sea.  
 The British steamship *Carmarthenshire* reports that she left London, via Manila on the 25th instant. Had north-east monsoon and squally weather with heavy north-east swell.  
 The British steamship *Zafiro* reports that she left Manila on the 22nd instant, and Amoy on the 26th. From Manila to Amoy had very strong north-east monsoon and high sea. From Amoy had moderate breeze and overcast sky.  
 The British steamship *Chowfa* reports that she left Bangkok on the 18th instant. From Pulaway had light winds and fine weather. From Pulaway to Pulo Obi had moderate easterly wind and sea. From Pulo Obi to Cape Padaran had strong head wind and sea. From Cape Padaran to port had moderate weather.

## Post Office.

**A MAIL WILL CLOSE**  
 For Straits, Batavia, Samarang, and Sourabaya, per *Almora*, to-morrow, the 29th inst., at 3.30 P.M.  
 For Manila.—Per *Zafiro*, to-morrow, the 29th inst., at 3.30 P.M.  
 For Saigon.—Per *Wuyern*, to-morrow, the 29th inst., at 4.30 P.M.  
 For Bangkok.—Per *Devawongse*, to-morrow, the 29th inst., at 5.00 P.M.  
 For Haiphong.—Per *Frej*, to-morrow, the 29th inst., at 5.00 P.M.  
 For Europe, &c., India, via Bombay.—Per *Bengal*, on Wednesday, the 30th inst., at 11.00 A.M.  
 For Nagasaki, Kobe, and Yokohama.—Per *Verona*, on Friday, the 1st Feb., at 11.30 A.M.  
 For Yokohama and San Francisco.—Per *City of New York*, on Wednesday, the 6th Feb., at 3.30 P.M.

## SHIPPING IN HONGKONG.

## STEAMERS.

APENRADE, German steamer, 1,473, Hohlmann, 21st Jan., Nagasaki 17th Jan., Coal.—Wielor & Co.  
 BATAVIA, British steamer, 2,548, Hugh W. Auld, 23rd Jan., Vancouver, 25th Dec., Yokohama 16th January, and Kobe 18th, General.—Adamson, Bell & Co.  
 BENLARIQ, British steamer, 2,265, Freeman, 21st Jan., Cardiff 4th Dec., and Singapore 14th Jan., Coal.—Gibb, Livingston & Co.  
 CARISBROOKE, British steamer, 973, R. Cass, 14th Jan., Saigon 8th January, Rice and General.—Morris & Ray.  
 CHOVSANG, British steamer, 1,194, Balbernie, 25th Jan., Whampoa 25th Jan., General.—Jardine, Matheson & Co.  
 CLARA, German steamer, 674, Christensen, 20th Jan., Haiphong 17th Jan., Rice.—Siemssen & Co.  
 DEVAWONGSE, British steamer, 1,057, P. H. Loff, 25th Jan., Bangkok 17th Jan., General.—Yuen Fat Hong.  
 FALKENBURG, German steamer, 989, H. Weber, 24th Jan., Hoikow 23rd Jan., General.—Melchers & Co.  
 FAME, British steamer, 117, A. Stopan.—Hongkong and Whampoa Dock Co.  
 FUSHIKI MARU, Japanese steamer, 1,419, Franch, 25th Jan., Nagasaki 19th January, Coal.—M. B. Kaishia.  
 INORABAN, German steamer, 894, J. R. Massmann, 24th Jan., Saigon 10th January, General and Paddy.—Wielor & Co.  
 MALLITA, German steamer, 339, H. Mörck, 9th Jan., Haiphong 5th Jan., Rice.—Wielor & Co.  
 PILOT FISH, British steamer, 161, A. Stopan.—Hongkong and Whampoa Dock Co.  
 TAIYUAN, British steamer, 1,500, A. Varden, 13th Jan., Wellington, N.Z., 24th Nov., and Sourabaya 25th Dec., General.—Butterfield & Swire.  
 WUYERN, British steamer, 1,108, Brotherton, 13th January.—Chinese.

## SAILING VESSELS.

ADAM W. SPIES, American bark, 1,171, A. D. Field, 22nd Jan., Newcastle, N.S.W., 3rd Dec., Coal.—Russell & Co.  
 AUGUSTA, German bark, 473, Jensen, 5th Dec., Hoikow 18th Nov., Sanpanwood—Ed. Schellhaus & Co.  
 BENGAL, British bark, 544, Scott, 17th Jan., Singapore 24th Sept., Timber.—Melchers & Co.  
 COLOMA, American bark, 552, C. M. Wages, 24th Dec., Portland (Oregon) 2nd Nov., Lumber and Spars.—Captain.  
 ENK, British bark, 778, W. Summers, 23rd Jan., London 2nd October, General.—Melchers & Co.  
 ESKORING, Chinese bark, 457, Opium Examination hulk, Sincere's Island.—Chinese Customs.  
 ESCORT, American bark, 616, Waterhouse, 20th Jan., Honolulu 14th December, Ballast.—Captain.  
 IRIS, British schooner, 205, H. C. Swan, 21st Jan., Fremantle, W.A., 25th Nov., Sandalwood.—Siemssen & Co.  
 JOHN NICHOLSON, British steamer, 688, W. Quine, 18th Dec., Honolulu 16th Nov., Ballast.—Captain.  
 KUTV, British bark, 803, W. R. Laird, 8th Jan., Haiphong 7th December, Ballast.—D. Musso & Co.  
 SARAH S. RIDGWAY, American bark, 821, A. Call, 29th Dec., Nagasaki 21st Dec., Coal.—J. T. Co.

## Notices of Firms.

**HONGKONG & SHANGHAI BANKING CORPORATION.**  
 M. R. G. E. NOBLE has been appointed CHIEF MANAGER of the Bank from the 1st January, 1889.  
 By Order of the Court of Directors,  
 T. JACKSON,  
 Chief Manager.  
 Hongkong, 31st December, 1888. [41]

## NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. D. A. TROTTER in our Firm ceased on 31st ultimo.  
 Mr. F. W. BRUCE, and Mr. G. U. PRICE have this day been admitted PARTNERS in our Firm.  
 Amoy, 1st January, 1889. TAIT & Co. [51]

## NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. THEODOR JOHANNES ENGELBRECHT VON PUSTAU in our Firm in Hongkong and China ceased on the 31st December, 1888.  
 PUSTAU & Co.  
 Hongkong, 1st January, 1889. [48]

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
City of New York	San Francisco	January 29th	Pacific Mail S. S. Co.
Bisagno	Singapore	January 29th	Carlowitz & Co.
Djemah	Manilla	January 31st	Messageries Maritimes.
Gwalior	Bombay	January 31st	P. & O. S. N. Co.
Dardanus	Liverpool	February 1st	Butterfield & Swire.
Belgia	San Francisco	February 1st	O. & O. S. S. Co.
Oranfa	Liverpool	February 2nd	Arnhold, Karberg & Co.
Parthia	Vancouver	February 20th	Adamson, Bell & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Bengal	P. & O. S. N. Co.	Jan. 30th, at noon.
London, via Suez Canal	Patroclus	Butterfield & Swire.	February 2nd.
London, via Suez Canal	Chingwo	Arnhold, Karberg & Co.	About Jan. 30th.
London, via Suez Canal	Glenear	Jardine, Matheson & Co.	About Jan. 4th.
Havre and Hamburg, &c.	Oxus	Messageries Maritimes.	Feb. 6th, at noon.
Bremen, & Ports of Call.	Menonshire	Adamson, Bell & Co.	About Jan. 31st.
Genoa, via Bombay, &c.	Braunschweig	Melchers & Co.	Feb. 17th, at 10 a.m.
New York	City of Westminster	Carlowitz & Co.	About Feb. 5th.
San Francisco, via Yama	Duke of Westminster	Adamson, Bell & Co.	About Jan. 31st.
San Francisco, via Yama	Beglie	Pacific Mail S. S. Co.	Feb. 6th, at 1 p.m.
Vancouver, &c., via A. & C.	Batavia	O. & O. S. S. Co.	Feb. 13th, at 1 p.m.
Sydney, Melbourne, &c.	Tsina	Adamson, Bell & Co.	Feb. 7th, at 3 p.m.
Sourabaya, via Saigon, &c.	Almora	Butterfield & Swire.	Feb. 8th, at 4 p.m.
Sandakan, &c., via S'pore.	Memnon	Jardine, Matheson & Co.	To-morrow, at 3 p.m.
Yokohama, via N'saki, &c.	Verona	Butterfield & Swire.	Feb. 5th, at 4 p.m.
Shanghai, via Amoy	Dardanus	P. & O. S. N. Co.	Feb. 1st, at noon.
Haiphong	Zafiro	Messageries Maritimes.	About Feb. 1st.
Haiphong	Clara	Butterfield & Swire.	February 3rd.
Haiphong	Frej	Russell & Co.	To-morrow, at 4 p.m.
		A. R. Marry	To-morrow, daylight.
		Arnhold, Karberg & Co.	To-morrow, daylight.

## Intimations.

**A. HAHN,**  
 PIANO TUNER AND REPAIRER.  
 ON HIRE  
 Address: c/o HONGKONG HOTEL or No. 22, ELGIN STREET.  
 Hongkong, 24th December, 1888. [37]

## INTIMATION.

**F. Blackhead & Co.,**  
 SHIP-CHANDLERS, SAIL-MAKERS,  
 AND  
 PROVISION MERCHANTS,  
 NAVY CONTRACTORS,  
 AND  
 GENERAL COMMISSION AGENTS.  
 No. 11, Praya Central,  
 (Opposite Pedder's Wharf).  
 Sole Agents for  
 RAHTJEN'S  
 GENUINE  
 COMPOSITION  
 FOR  
 THE BOTTOMS OF IRON SHIPS  
 CARBOLINEUM AVENARIUS  
 PRESERVATIVE AGAINST  
 ROTTING, DECAY, &c., of WOOD.  
 CHR. MOTZ & Co., BORDEAUX, CLARETS.  
 IMPERIAL CHAMPAGNE,  
 LA GRANDE MARQUE.  
 FLENSBURG STOCKBEER,  
 ENGINEERS AND BLACKSMITHS' TOOLS  
 AND EVERY KIND OF SHIP'S  
 STORES AND REQUISITES  
 ALWAYS IN STOCK  
 AT  
 REASONABLE PRICES.  
 ALL KINDS OF  
 COALS  
 SUPPLIED AT THE SHORTEST NOTICE.  
 Hongkong, 1st January, 1889. [82]

## NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.  
 THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special Terms for Shipping and Large Orders.  
 "SIR ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says  
 "It is the best Disinfectant in use."  
 W. G. HUMPHREYS & Co.,  
 Bank Buildings.  
 Hongkong, 1st October, 1888. [12]

## AT WHOLESALE PRICES.

SACCONES, SHERRY, PORT, CLARETS, BRANDIES, WHISKIES, "EMPIRE" ALZ and STOUT, MACHINERY, GAS ENGINES, "EMPIRE" LUBRICATORS, SINGER'S SEWING MACHINES, COOKING STOVES, SCALES, PAINTS, OILS and VARNISH, BICYCLES and TRICYCLES, JUVENILE VELOCIPEDS, HORSES and TRICYCLES, BICYCLE WHEELS for JINRICKSHAS, SODA WATER MACHINERY, JEY'S SANITARY COMPOUNDS.  
 Apply to  
 W. G. HUMPHREYS & Co.,  
 Bank Buildings.  
 Hongkong, 20th September, 1888. [11]

## G. FALCONER &amp; CO.

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS and BOOKS.  
 No. 48, Queen's Road Central. [64]

## NOTICE.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.  
 Optional Notice will be landed here in Hongkong, unless notice to the contrary be given before 2 P.M., TO-DAY, the 26th instant.  
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 2nd February, will be subject to rent.  
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th February, at 4 P.M.  
 All Claims must reach us before the 7th February, or they will not be recognised.  
 No Fire Insurance has been effected.  
 Bills of Lading will be countersigned by MEL